



MANSCEN

Occupational Safety and Health Advisory Council (OSHAC)

1st Quarter FY 06



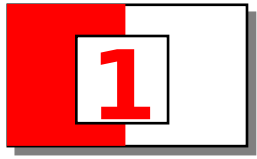
OSHAC Agenda

- **Introduction**
- **Motorcycle Fatality - 577th EN BN**
- **POV Fatality - 5th EN BN**
- **Deck Collapse - 3/10th IN BN**
- **Pedestrian Fatality - 554th EN BN**
- **AFDCB Off Limits - DES**
- **Heat Injury Overview - SUMMER 05**
- **Risk Reduction Program**
- **Cold Weather Injury Prevention - Best Practices**
- **90-Day Hazard Assessment**
- **Open Discussion**
- **Commanding General Closing Comments**

Agenda

Incident Briefs

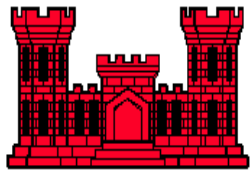
- **Personal Data / Biography**
- **24-Hour Sequence of Events**
- **Accident Synopsis**
- **Contributing Factors**
- **Unit Safety Program Assessment**
- **Lesson's Learned**



Motorcycle Fatality

1st Engineer Brigade

Briefed by:
LTC Edborg, 577th EN BN



Personal Data/Biography



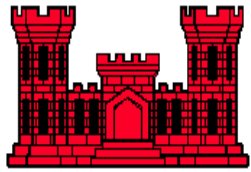
Gender: Male

Age: 55

Rank: WS-09

Time in Unit: 4 years

- **Avid Motorcycle Rider - over 40 yrs experience**
- **Retired Military - SFC (1993) 21 yrs of service**
- **Motorcycle Safety Foundation Certified**
- **Compressed Work Schedule: 0630 - 1600**
- **Hometown: Dixon, MO**

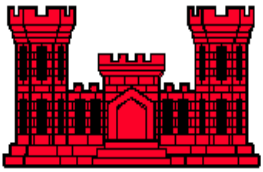


24 Hour Sequence of Events

**Time of Accident (N)
03 OCT 05**



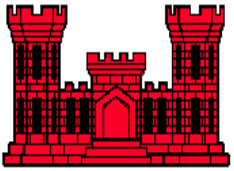
- **N-24 hours: off duty**
- **N-15 hours: motorcycle repairs at home - not cycle in accident**
- **N-9 hours: to sleep**
- **N-1 hour: awoke**
- **N-10 minutes: departed home for Work**
- **N-5 minutes: returned home for ID Card**
- **N-hour: neighbor arrives at accident scene**



Accident Synopsis



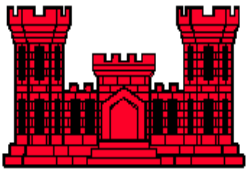
- **Date: 03 OCT 05** **Time: 0605 - 0608 Hours**
- **Location: 14131 O HWY, Dixon, MO 65459**
- **Environmental Conditions: 71°, low wind, predawn**
- **Extent/Type of Injuries: Fatal (no autopsy performed)**
- **Victim: Mr. Irving Butler; Dixon, MO**



Accident Synopsis Cont.



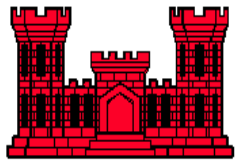
- **Last worked Thursday, 29 Sep 05.**
- **Motorcycle left roadway on opposite side of direction of travel, reason unknown**
- **No skid marks**
- **No sign of striking another vehicle/animal**
- **Police report states victim was ejected from the motorcycle after leaving the road**



Possible Contributing Factors



- **Climate:**
 - **Illumination approximately 0% (Predawn)**
- **Environment:**
 - **Animal on roadway**
 - **Loose gravel on side of road**
 - **Other Vehicles**
 - **Stress**



Unit Safety Program Assessment

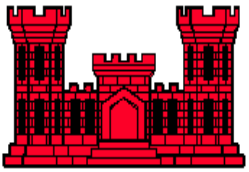


BEFORE ACCIDENT:

- Frequent safety briefs covering vehicles
- Mr. Butler personally conducted daily safety briefings for subordinates (often covered motorcycles)
- Unit Motorcycle Safety Class 17 May 2005 (Mr. Butler attended)

AFTER ACCIDENT:

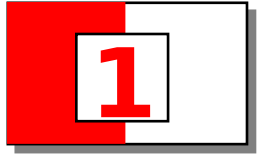
- Continue to enforce safety
- Target high risk situations:
long weekends, seasonal high risks, recreational activities
- 360 degree assessments before and after



Lessons Learned



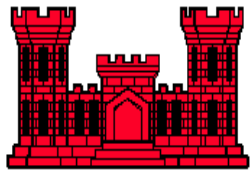
- **Fatalities can happen to the most experienced riders**
- **Cdr's must continue to target safety briefs and classes to address the current operating environment**
- **Every incident requires a thorough 360 degree assessment to best determine root cause and apply mitigating steps to reduce risks**



POV Fatality

1st Engineer Brigade

Briefed by:
LTC McGuire, 5th EN BN



Biography/Personal Data



Gender: Male

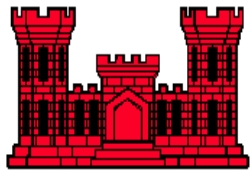
Age: 25

Rank: SPC

MOS: 63B

Time in Unit: 10 months

- **Outstanding Soldier, well disciplined / tactically proficient**
- **Completed all basic soldier tasks, APFT 242, SSG Clark FLS**
- **Was not a health risk, no history of alcohol related incidents**
- **Hometown: Clendenin, West Virginia**



24-Hour Sequence of Events



2230 - 0530 Quarters

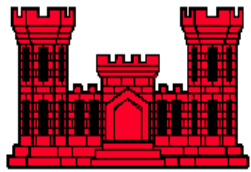
0600 First Formation (Fighter Day)

1430 Safety Brief - Abrams Theater (BN CDR & CSM)

1525 CDR / 1SG Safety Brief (Drinking and driving discussed in detail)

1600 Released from duty

1930 Arrived at home of SPC Bouvias, consumed 2 beers



24-Hour Sequence of Events



2030 Arrived at JR's Place St Robert, MO

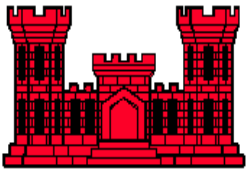
**2330 SSG Clark offered SPC Smith a ride home/taxi service,
offered
declined**

**2330 - 0020 SPC Smith, Mrs. Smith, & SGT Cortez remain at
JR's place**

0031 - Accident occurs

**0040 SPC Ash (5th) renders first aid until emergency rescue
arrives**

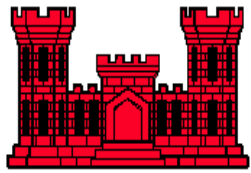
0148 EOC, 1st EN BDE and 5th EN BN SDOs & COC notified



Accident Synopsis



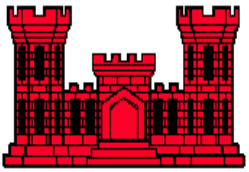
- **Date: 06 Aug 05 Time: 0031 Hours**
- **Location: Pulaski Avenue, FLW**
- **Environmental Conditions: Humid, clear night, minimal white light from street lamps**
- **Blood Alcohol Content (BAC): .2**



Safety Program Assessment



- **Weekend/Holiday/Training Holiday Safety Briefs**
- **Required DUI/Driver Tng**
- **Vehicle or Equipment Inspections**
- **1st Line Supervisor pre-weekend counseling with Sold**
- **Leave Policy (Required ASMIS POV Assessment)**
- **Unit Safety Awareness Profile**
 - **Trained Safety Officer/NCO, Posters, Safety Days,**
- **Risk Mgmt Tng & Implementation**
- **Leaders complete Commanders On Line Safety Course**



After-Accident Initiatives



- **Discussed**
 - **Hazards of Alcohol and driving**
 - **Importance of designated drivers**
 - **Seat belt emphasis for injury prevention**
- **Courtesy Patrol (NCO's)**
- **Officer presence at barracks (Thursday-Saturday)**



Deck Collapse

3d Training Brigade

Briefed by:

LTC George, 3/10th IN BN



Accident Synopsis



- **Date: 27 SEP 05** **Time: 1900 Hours**
- **Location: Bldg. 622, FLW**
- **Extent/Type of Injuries: Minor injuries to 11 personnel**

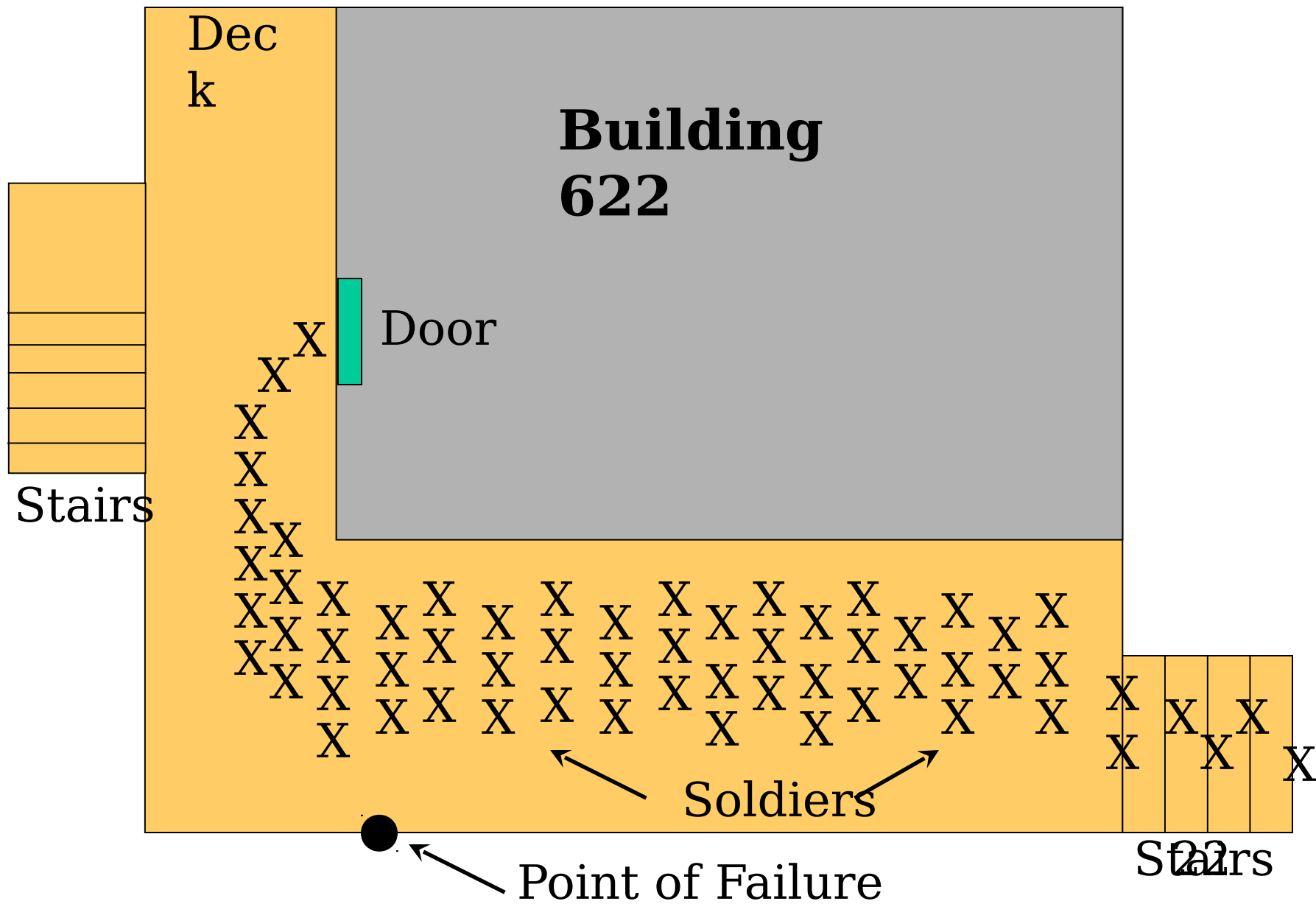


Accident Synopsis (Cont.)



- **Approximately 60 personnel were standing on the deck of bldg. 622 to turn in equipment**
- **A screw broke that connected the deck to an upright post**
- **Once the first joint failed, the deck started to fall**
- **Other joints failed in turn and caused the deck to fall to the ground**
- **10 minor injuries (cuts and bruises), 1 Soldier received stitches for a head injury**

Deck Loading Diagram

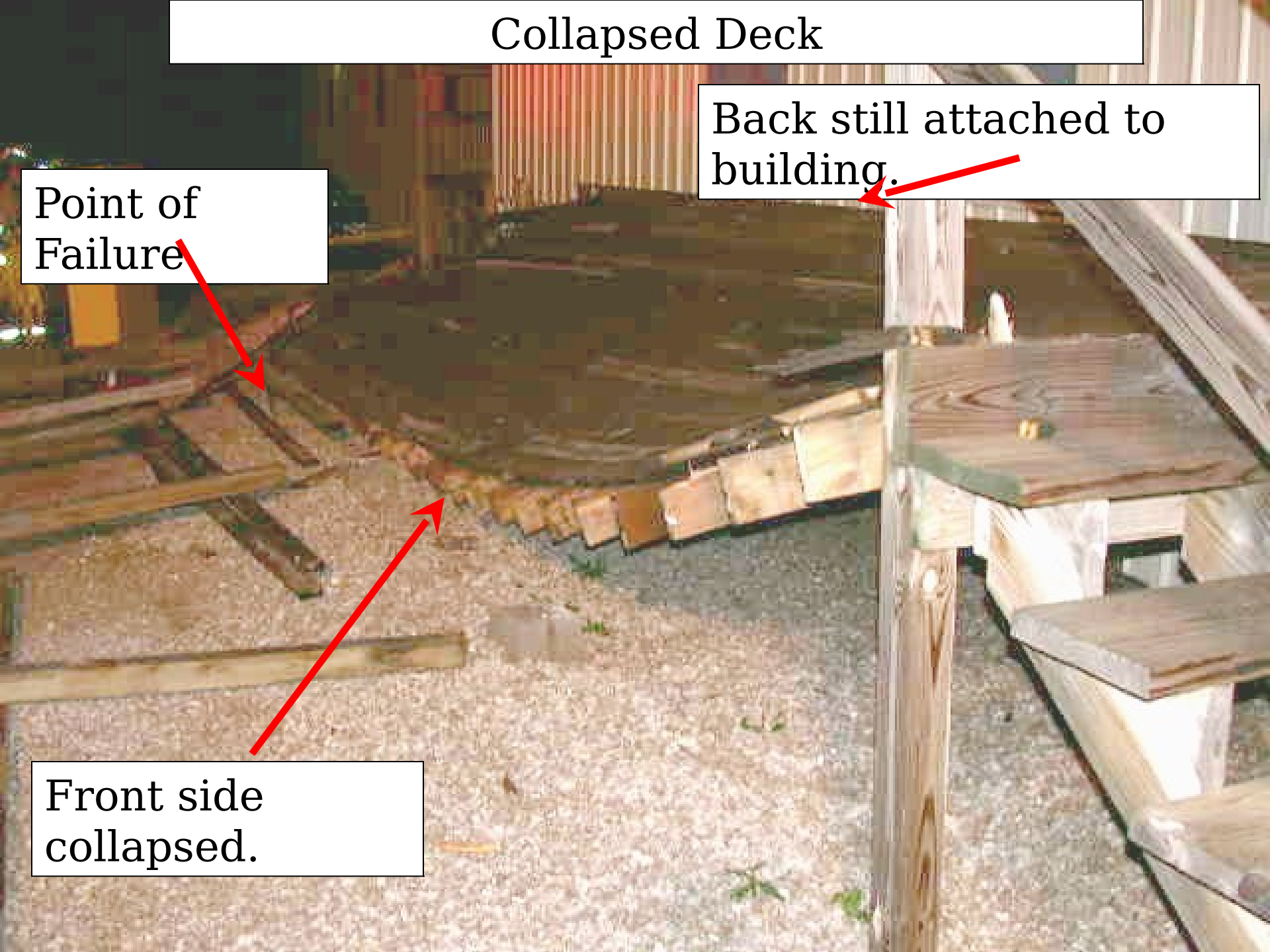


Collapsed Deck

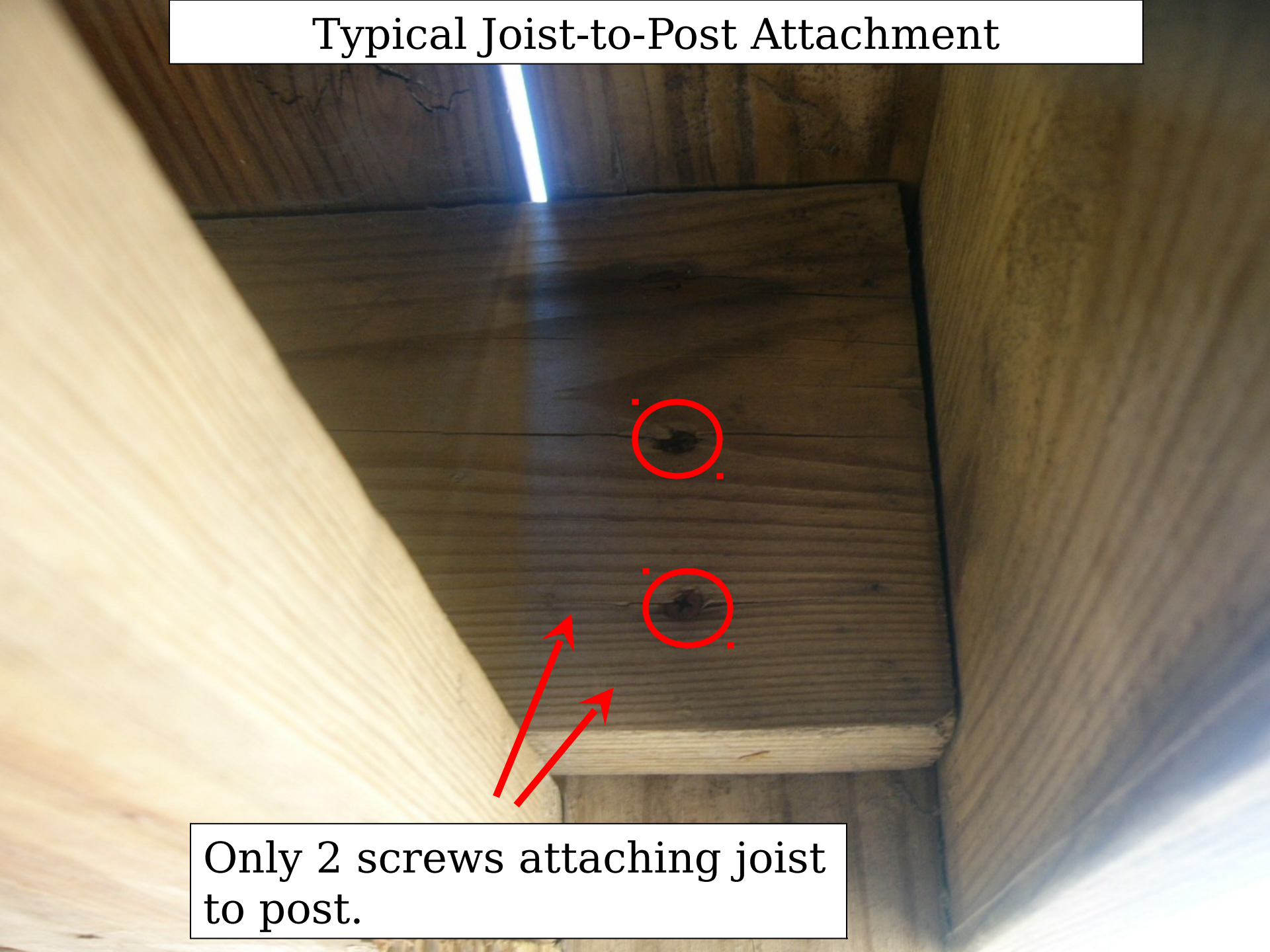
Back still attached to building.

Point of Failure

Front side collapsed.



Typical Joist-to-Post Attachment



Only 2 screws attaching joist to post.

Workmanship





Possible Contributing Factors



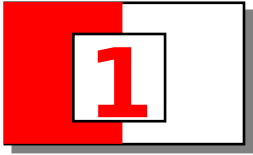
- **Inadequate Design**
 - **Not fault-tolerant (loss of 1 screw caused entire failure)**
 - **Poor fastener choice (low-strength screws used)**
- **Poor Workmanship**
- **No Posted Load Limit (or maximum capacity)**



Recommendations



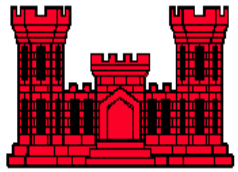
- **Inspect similar deck structures on post**
 - **Identify weak or problem decks**
 - **Reinforce / retrofit weak areas**
- **Develop and post load limits**



Pedestrian Fatality

1st Engineer Brigade

Briefed by:
LTC Howley, 554th EN BN



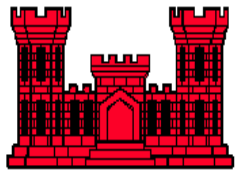
Personal Data/Biography



Gender: Male Age: 36 Rank: CPT

MOS: 21A Time in Unit: 10 Days

- **National Guard (LA)**
- **Married**
- **Hometown: Bossier City, LA**



24 Hour Sequence of Events

**Time of Accident (N)
08 AUG 05**



- **N-24 hours: Classroom Instruction Sunday 1200-1700 (7 Aug)**
 - **N-10 hours: Classroom Instruction until approximately 2000 (8 Aug)**
 - **N-1 hour: Stopped at Club Elektras enroute to off-post hotel**
 - **N-Hour: Fight in club parking lot. Stabbings occurred.**
- CPT Shoebridge went to the aid of a victim on the ground.**



24 Hour Sequence of Events Cont.



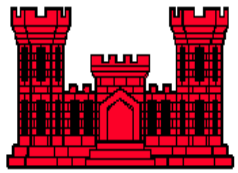
- **N+4 hours: flown to hospital Columbia, MO**
- **His family was flown in the following night (9 Aug) and escorted to the hospital by CPT Nowicki, CPT Mahfouz, and Chaplain Dissmore.**
- **CPT Shoebridge never recovered and died 1015 on 16 Aug.**



Contributing Factors



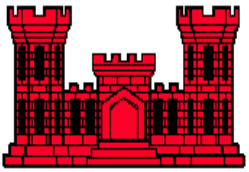
- **Soldier was in the wrong place at the wrong time**



Unit Safety Program Assessment



- **List of off limits establishments given to Soldiers**
- **Safety brief in the beginning and end of their course**
- **Soldiers briefed on using the buddy system.**



Lessons Learned



- **TDY Students should use the buddy system**
- **Situational awareness**
- **Leave potentially dangerous situations**



Armed Forces Disciplinary Control Board (AFDCB)

Briefed by:
LTC Blackwell, DES



Armed Forces Disciplinary Control Board (AFDCB)



CURRENT ISSUES:

- **Electra's Bar** - AFDCB process has been initiated due to health and safety reasons (building damages/temporary condemning of building), solicitation of prostitution, and illegal drugs activity
- **Dutchman's Liquidators** - recommendation of off-limits status is currently being staffed thru Chain of Command due to the sale of drug paraphernalia and urinalysis altering drugs and liquids
- **Big Louie's** - AFDCB process has been initiated to ensure that Big Louie's is adhering to and implementing the original measures agreed upon in the remedial plan (between Mr. Keen and the AFDCB)
- **Ft. Wood Inn** - off-limits status was revoked 9 Sep 05, will periodically monitor health & safety of establishment
- **4J Land and Cattle Co. (Mr. Jerry Laughlin)** - letter of concern has been sent to Mr. Laughlin; addresses questionable business practices (fulfillment of contract to pave Spain Lane) and several uncorroborated complaints of substandard home building



AFDCB cont.



HIGH-RISK AREAS:

- **Late night/early morning problems**
- **Assaults, other misconduct**
- **Excessive alcohol consumption**

Twilite Zone

Rockin' R

Big Louie's

Big Daddy's

Budget Inn

Oasis

Waffle House/ McDonalds area



AFDCB cont.



CURRENT OFF- LIMITS AREAS:

- The property known as Daisy's Health Spa, located on Missouri Avenue, St. Robert
- The property known as Village Inn, located to the northwest of the main FLW gate on Missouri Avenue, St. Robert
- The property known as Wood Village Trailer Court, located to the northwest of the main FLW gate, behind the Village Inn Motel, on Missouri Avenue, St. Robert

2005 Heat Injury Overview

HEAT INJURY TRENDS (9 Heat Strokes) :

- 5/9 - 100 degrees or above
- 8/9 - 95 degrees or above
- 7/9 - 3rd or more consecutive day of 90 degrees or above
- 5/9 - 7-12 degree increase from previous day
- 4/9 - during PT runs (1, 3 and 5 miles)
- 4/9 - during road marches (10 km, 12 mile, 15₃₉km)

2005 Heat Injury Overview

MITIGATION OPTIONS FOR LEADERS:

- **RISK ASSESMENT MODERATE OR HIGHER if:**
 - Expected 100 degrees or above Moderate Risk
 - 3 or more days of consecutive 97 degrees or above
- **EXTRA PRECAUTIONS if:**
 - Large increase in temperature (7 degrees or more) is expected
 - Temperature is expected to be 90 degrees or more
- **AMEND TRAINING (Ruck/Run, vigorous activities) if:**
 - Temperature is 100 degrees or above
 - 3rd day of 90 degrees or above
- **AVOID OUTSIDE ACTIVITIES if:**
 - Heat Cat 5
 - Sustained periods (5-day FTX)

Risk Reduction Program (RRP)

TRADOC Reg 600-17

- **The Army Center for Substance Abuse (ACSAP)**
- **Contributes to:**
Performance, Readiness, Retention, Recruiting
- **Analyzes incident data to identify high risk behavior trends**
- **Comparisons to Army and TRADOC incident rates**
- **High Risk BN's provided with Intervention/Prevention by RRP SME's**

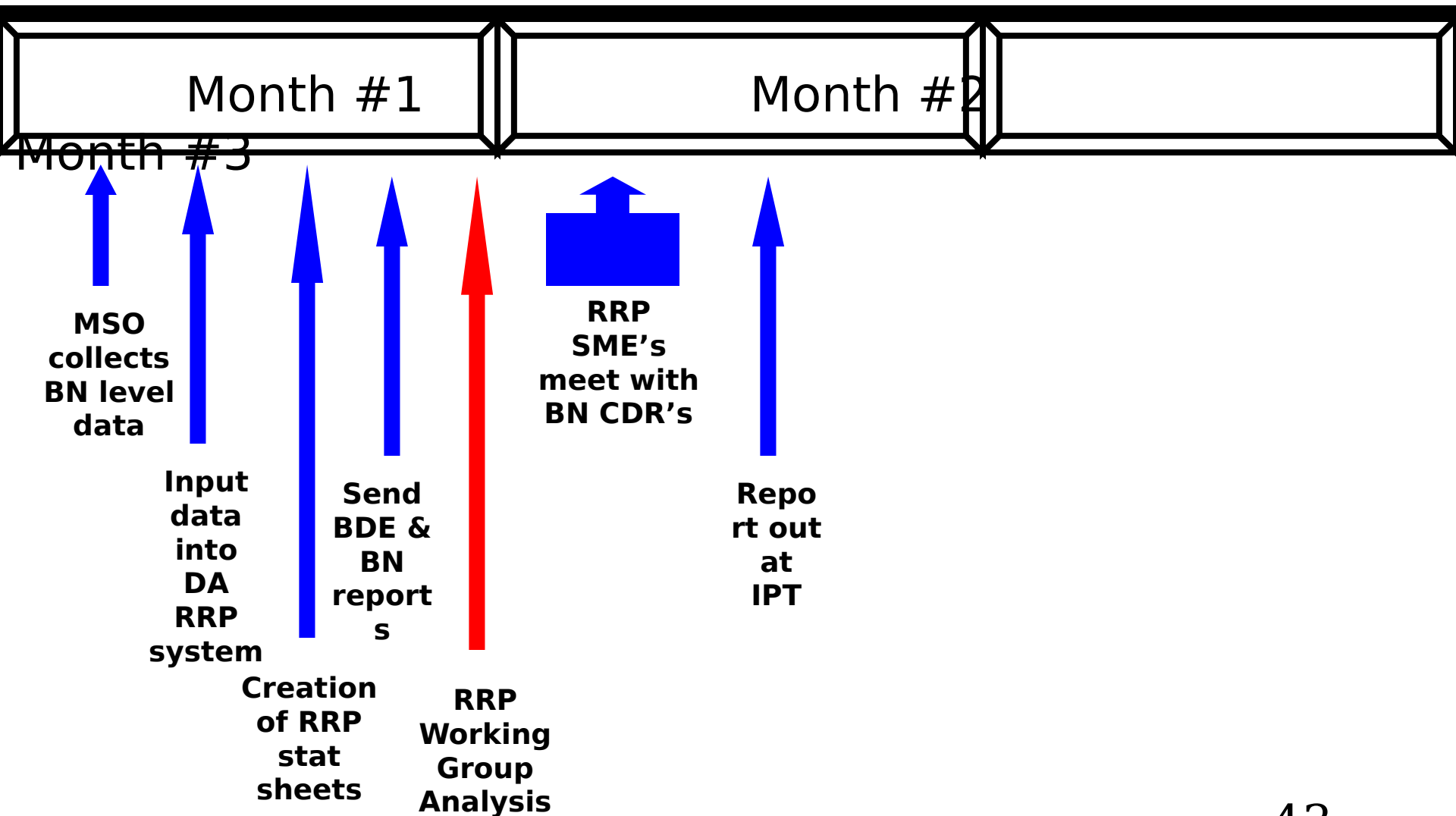
High Risk Behavior Incidents

Data Submitted for each quarter

- | | |
|-------------------------------------------|------------------------------|
| 1. Deaths (DES) | 12. Spouse Abuse (ACS) |
| 2. Accidents (MSO) | 13. Child Abuse (ACS) |
| 3. Injuries (MSO) | 14. Financial Problems (ACS) |
| 4. STD's (Prev Med) | 15. UA's Shipped (A&D) |
| 5. Suicide (Behavioral Med) | 16. Positive UA's (A&D) |
| 6. AWOL (DES) | 17. Warning Letters (DPW) |
| 7. Drug Offenses (DES) | 18. Eviction Notices (DPW) |
| 8. Alcohol Offenses (DES)
(SJA) | 19. Chapter Elimination |
| 9. Traffic Violations (DES) | 20. Court Martial-(SJA) |
| 10. Crimes Against Persons (DES)
(SJA) | 21. Disciplinary Action |
| 11. Crimes Against Property (DES) | |

Risk Reduction Program

Quarterly Schedule

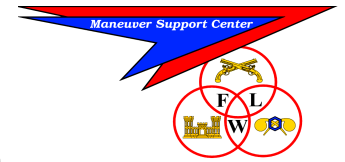


Risk Reduction				
Rate Per 1,000	4th Qtr FY 05		Total FY 05	
	DA	FLW	DA	FLW
<u>High Risk Behavior Incidents</u>				
1. Deaths	0.20	0.10	0.80	0.20
2. Accidents	0.10	0.10	1.30	0.10
3. Injuries	0.40	0.80*	2.40	4.10*
4. STD's	2.30	1.80	16.10	9.00
5. Suicide	1.00	1.60*	4.12	11.00**
6. AWOLs	3.40	2.50	11.72	12.4*
7. Drug Offenses	3.00	0.10	10.80	1.70
8. Alcohol Offenses	2.90	1.20	15.00	4.70
9. Traffic Violations	12.50	7.50	48.32	35.70
10. Crimes -Persons	4.60	2.20	20.92	12.20
11. Crimes -Property	1.90	1.10	9.32	1.90
12. Spouse Abuse	0.90	0.20	5.40	0.70
13. Child Abuse	0.80	0.20	5.10	1.80
14. Finance Problems	12.00	2.10	54.28	35.00
<u>Urinalysis Testing</u>				
15. UA Samples Ship	620.00	180.30	2535.00	1744.30
16. Positive UAs	8.00	0.30	29.32	14.80
<u>Administrative Actions</u>				
17. Warning Letters	0.9	0	3.40	0.00
18. Eviction Notices	0.1	0	.700	1.50
19. Chapters	11.5	13.5	54.00	94.80
20. Courts Martial	0.6	0.5	2.00	1.60
21. Disciplinary Actions	21.2	12.7	50.80	99.50

GREEN (no asterisk) -----Rates that are equal to or lower than DA rates.

AMBER (1 asterisk) -----Rates up to 100% above DA rate

RED (2 asterisks & underlined)-Rates greater than 100% above DA rate



Risk Reduction Program Installation Prevention Team

High Risk Battalion Determination

- **Red in 2 or more quarters (in same factor)**
- **Significant rate change**
- **Significant incident (i.e. fatal accident, suicide)**
- **Red in multiple factors**
- **Significant event scheduled for upcoming quarter**
- **Others, determined by RRP SME's**

Cold Weather Injury Prevention 'Best Practices'

- **COMMANDERS, LEADERS, SOLDIERS**
 - **Balance Warrior Ethos / TRNG requirements w/ Soldier Safety**
 - **IET & Permanent Party alike**
- **COMMANDERS:**
 - **Reverse cycle training (outside in warmer periods of the day)**
 - **Amend/Postpone/Cancel training when necessary**
 - **Be cautious regarding:**
 - Prolonged exposure**
 - Quick warming after exposure**

Cold Weather Injury Prevention Best Practices

- **LEADERS:**

- **Allow 'warm up' time**
- **Ensure that warming tents are available at all training sites**
- **"When in doubt, evacuate"**
- **Realize that the initial signs of a lesser cold injury may cloud assessment of a worsening condition. Do not underestimate the possibility of a worsening condition**
- **When outside the cantonment area use the LMR radio to notify Range Control for evacuation**
- **Ensure Drill Sergeants actively check Soldiers for signs of cold weather injuries**

Cold Weather Injury Prevention Best Practices

INSTILL IN SOLDIERS:

- Do not put themselves and buddies at risk by “toughing it out”**
- Realize they are more valuable to their unit when healthy**
- Report all personal injuries (including buddies)**
- Know reporting injuries is not a sign of weakness or “telling” on buddies**
- Always follow rules for cold weather injury prevention, including drinking water to prevent dehydration**



90 Day Hazard Assessment



Findings

- ▢ Missouri winter negatively impacts normal mission risk, especially in vehicle operations, deployment / redeployment movement operations, and personal well being
- ▢ Accident rates spike in periods immediately following major operations.
- ▢ Army accidents on the rise.
- ▢ POV accidents continue to be the biggest killer of soldiers, civilians and family members.
- ▢ Motorcycle 18X risk.
- ▢ Redeployment and reintegration can increase exposure – Stressors.
- ▢ Winter recreation activities increase exposure.

1st Qtr FY 06 Concerns

- ▢ W...tions
- ▢ Shortened daylight
- ▢ Deployment and Redeployment Activities
- ▢ Improved safety communication
 - ✓ Community wide
- ▢ POV & Motorcycle Operations
 - ✓ Loss of Proficiency / local hazards
 - ✓ Indulgence
- ▢ Training and Exercises
- ▢ High OPTEMPO
- ▢ Preventing On-Duty and Off-Duty Accidents
- ▢ Suicides

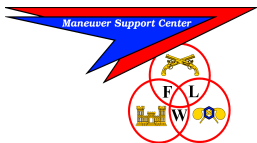


1st Qtr FY 06 Risk Assessment



<u>Areas of Concern</u>		Initial Risk
Standards & Disciplines	Deployment Operations	Ex High
	POV and Motorcycle Operation	Ex High
	Suicides	High
	AMV Operations	High
	Cold Weather Injuries	High
	Training and Exercises	High
	Recreation and R&R	Mod
	Holiday Safety	Mod

Low Risk Moderate Risk High Risk Extremely High Risk



Deployment Operations

POTENTIAL RISKS

- ▢ Cold Injury
- ▢ Weather
- ▢ At Risk Behavior
- ▢ Activities conducted in remote areas
- ▢ Risk Management Challenges
- ▢ Heavy equipment in confined spaces with personnel present
- ▢ Unfamiliar with railhead, barge, port operations and hazards

CONTRIBUTING FACTORS

- ▢ Integration of New Leaders, Safety Officers
- ▢ High OPTEMPO
- ▢ Cold, precipitation and slippery surfaces
- ▢ Reduced Hours of Daylight
- ▢ Fatigue

CONTROLS

- ▢ Minimize convoy operations
- ▢ Railhead training
- ▢ 1st Line Leader Engagement
- ▢ Proactive Command Information Program
- ▢ Disseminate lessons learned
- ▢ Vehicle Preparation
- ▢ Driver & Crew Preparation
- ▢ Cold Weather Injury Prevention Training
- ▢ Risk Management Training Current
- ▢ Understand Cody Model and Available Tools
- ▢ Improved Safety Communication
- ▢ Suicide Prevention, Family Advocacy



POV & Motorcycle Operations

POTENTIAL RISKS

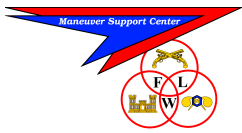
- ▢ Aggressive Driving
 - ✓ Speeding
 - ✓ Fatigue
 - ✓ Motorcycle Use
- ▢ Substance Abuse
 - ✓ Alcohol & Drugs While Driving
- ▢ Unsafe Vehicle Operation
 - ✓ Personal Vehicles Not Road Worthy
 - ✓ Driver Proficiency Degraded During Extended Deployment
 - ✓ Distracted Drivers (cell phones, eating)
 - ✓ Failure to use Seatbelts, Child Seats
 - ✓ Failure to Wear Motorcycle Helmets

CONTRIBUTING FACTORS

- ▢ Post Deployment Risk Acceptance Threshold too High
- ▢ Fatigue: Acute and Chronic
- ▢ Alcohol and Drugs
- ▢ Traffic Volume, Impatience
- ▢ Weather and Shortened Daylight Hours

CONTROLS

- ▢ Leader Engagement
- ▢ Sustain Aggressive Driver Safety
- ▢ Aggressive Media Campaign
- ▢ Use of Risk Reduction Program (RRP)
- ▢ Train First-Line Leaders
 - ✓ Leaders/Commanders Safety Course
 - ✓ POV Toolbox
- ▢ Know Before You Go
- ▢ Enforce Army Substance Abuse Program
- ▢ Conduct POV Orientation and Motorcycle Refresher
- ▢ Enforce POV-Focused Provisions of DOD Instruction 6055.4, AR 385-55 & UR 385-55
- ▢ Implement Mandatory Training and Veh. Inspections



Suicides

POTENTIAL RISKS

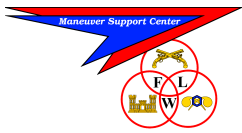
- ▮ Loss of
- ▮ Possible Threat to Family & Acquaintances
- ▮ Humanitarian Considerations
- ▮ Access to Weapons

CONTRIBUTING FACTORS

- ▮
- ▮ Marital / Relationship Discord
- ▮ Post Holiday Depression
- ▮ Deployment Stress
- ▮ Combat Stress
- ▮ Financial Pressures / Obligations
- ▮ Substance Abuse

CONTROLS

- ▮ Leader Involvement
- ▮ Effective command communication and suppression of mis-information.
- ▮ Ensure Unit Suicide Prevention Programs Are Completed
- ▮ Review Guidelines in Suicide Prevention Policy
- ▮ Train 1st Line Leaders to Identify and Assist At-Risk Soldiers
- ▮ Wellness Programs
- ▮ Chaplain's Programs
- ▮ Mental Health Involvement
- ▮ Weapons and Ammunition Control Procedures
- ▮ Effective Implementation of the Risk Reduction Program (RRP)



AMV Operations

POTENTIAL RISKS

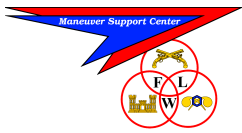
- ▢ Aggression
 - ✓ Speeding
 - ✓ Fatigue
- ▢ Substance Abuse
 - ✓ Alcohol & Drugs While Driving
- ▢ Unsafe Vehicle Operation
 - ✓ Vehicle Not Road Worthy
 - ✓ Driver Proficiency
 - ✓ Failure to use Seatbelts
- ▢ Rollovers

CONTRIBUTING FACTORS

- ▢ Post Deployment Risk Acceptance Threshold too High
- ▢ Fatigue: Acute and Chronic
- ▢ Soft Shoulders
- ▢ Traffic Volume, Impatient
- ▢ Weather and Shortened Daylight Hours

CONTROLS

- ▢ Leader Engagement
- ▢ Wheeled Vehicle Accident Avoidance Training
- ▢ Rollover Drills, Seatbelts, Cargo Secure
- ▢ Use of Risk Reduction Program (RRP)
- ▢ Train First-Line Leaders
 - ✓ Leaders/Commanders Safety Course
- ▢ Know Before You Go
 - ✓ Weather
 - ✓ Road Conditions
- ▢ Driver licensing
- ▢ Mission Risk Assessment
- ▢ Have Patience



Cold Weather Injuries

POTENTIAL RISKS

- ▢ Training
 - ✓ Cold Weather Injury
 - ✓ Dehydration
 - ✓ Soldier Acclimation
- ▢ Recreation in Cold Weather
- ▢ At Risk Behavior – Decompression/Deflation
- ▢ Activities conducted in remote areas
- ▢ Summer Recreation Activities

CONTROLS

- ▢ 1st Line Leader Engagement
- ▢ 1st Line Leader Engagement
- ▢ Dress and pack appropriately for conditions
- ▢ Cold Weather Injury Prevention Training
- ▢ Clothing condition inspection
- ▢ Buddy System
- ▢ Warming facilities, Work Cycling
- ▢ Driver & Crew Preparation
- ▢ Mission Risk Management

CONTRIBUTING FACTORS

- ▢ Cool and wet conditions
- ▢ Reduced Daylight Hours
- ▢ Activities Conducted in Remote Areas
- ▢ Fatigue



Training & Exercises

POTENTIAL RISKS

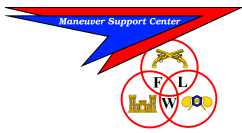
- ▢ Military and Limited Visibility Operations
- ▢ Short Notice Rotational Schedule due to Wartime Commitments
- ▢ Unfamiliar Equipment
- ▢ Operational Conflicts During Joint Operations
- ▢ Training Rotations
 - ✓ Live Fire

CONTRIBUTING FACTORS

- ▢ OPTEMPO
- ▢ Winter Weather, Decreased Daylight Hours
- ▢ Fatigue and Stress
- ▢ Convoy and Rail Operations

CONTROLS

- ▢ Chain of Command Presence at Training
- ▢ Adequate Planning Time
- ▢ Risk Management Training Check, Decision Makers Identified
- ▢ Use Crawl / Walk / Run Approach to Training
- ▢ Conduct Task Force Mission Rehearsals and Mission / Safety Briefs Before Operations
- ▢ Familiarize on new equipment
- ▢ Understand Cody Model and Tools Available
- ▢ Establish outside safety communication
- ▢ Fire prevention & awareness
- ▢ Pre-Coordinate Operational Concerns During Joint Exercises
- ▢ Pre accident planning
- ▢ Environment familiarization



Recreation and R&R

POTENTIAL RISKS

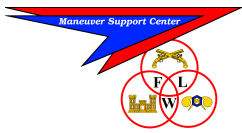
- ▢ POV,
- ▢ Traffic Congestion & Construction
- ▢ At Risk Behavior – Decompression/Deflation
- ▢ Activities conducted in remote areas
- ▢ Winter Recreation Activities

CONTRIBUTING FACTORS

- ▢ High OPTEMPO
- ▢ Winter Weather and Road Conditions
- ▢ Reduced Hours of Daylight
- ▢ Fatigue

CONTROLS

- ▢ 1st Line Leader Engagement
- ▢ Pass Control: Early Departure / Late Arrival
- ▢ Proactive Command Information Program
- ▢ Driver and Vehicle Preparation
- ▢ Cold Weather Injury Prevention Training
- ▢ Train/Refresh in Sports
- ▢ Risk Management Training
- ▢ Suicide Prevention



Holiday Safety

POTENTIAL RISKS

- ▢ Conductivities which have no definable standards or controls.
- ▢ Human Factors
 - ✓ Overconfidence
 - ✓ Complacency to Off-Duty Hazards
 - ✓ At-Risk Behavior
- ▢ Celebrations Involving Alcohol
- ▢ Driving Long Distances
- ▢ Exposure to high risk activities
- ▢ Fire

CONTRIBUTING FACTORS

- ▢ No Supervisory Oversight While Off Duty
- ▢ Fatigue and Stress
- ▢ Alcohol & Drugs
- ▢ Extended Driving Distances – Holiday Driving
- ▢ Cold and Inclement Weather
- ▢ Candles and Additional Electrical Requirements

CONTROLS

- ▢ 1st Line Leader Engaged
- ▢ Pass Control: Early Departure / Late Arrival
- ▢ Aggressive Command Information Program
- ▢ Organized Trips and Events
- ▢ Practical Local Alternatives to Driving Under the Influence
- ▢ Sustain Aggressive Driver Risk Management Programs at All Levels
- ▢ Use of Risk Reduction Program (RRP)
- ▢ Enforce Army Substance Abuse Program
- ▢ Buddy System and Guardian Angel
- ▢ Fire Safety and Extinguisher Training

OPEN DISCUSSION

Commanding General's Closing Remarks

Back Up Slides

2005 Heat Injury Overview

TEMPERATURE INFO PER INCIDENT:

- **1st Heat Stroke: 24 June**
 - **Average temp 3 days prior was 93 degrees. Average temp 7 days prior was 82 degrees**
- **2nd Heat Stroke: 20 July**
 - **96 degrees, an increase of 7 degrees from the previous day.**
- **3rd & 4th Heat Strokes: 22 July**
 - **3rd consecutive day of 96 degrees or above,**
 - **105 degrees, hottest day of 2005 so far**
 - **An increase of 9 degrees over previous day**

2005 Heat Injury Overview

TEMPERATURE INFO PER INCIDENT (CONT) :

- **5th & 6th Heat Stroke: 23 July**
 - 102 degrees, 2nd hottest day of the year
 - The day after The Hottest Day of the year
 - 4th consecutive day at 96 degrees or above
- **7th Heat Stroke: 26 July**
 - 5th consecutive day at 100 degrees or above (22-26 July 100-105 degrees)
- **8th Heat Stroke: 07 August**
 - 91 degrees, an increase of 12 degrees over previous day and 11 over 2 days prior
- **9th Heat Stroke: 11 August:**
 - 96 degrees, the 4th consecutive day at 90 degrees

2005 Heat Injury Overview

POSSIBLE TEMP INDICATORS:

- **High temp increase from previous day/days (7 degrees or more)
especially if previous temp is 90 degrees or above**
- **Temp of 100 degrees or above**
- **Consecutive temp of 97 degrees or higher**

POSSIBLE ACTIVITY INDICATORS:

- **Road marches or runs**
- **Sustained outdoor activities during high heat (e.g., an FT)**